

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).**

## 1. Name of Property

Historic name Bluewater Creek Bridge

Other names/site number 24CB1309/MDT Identification No. L05302008+06001

## 2. Location

street & number Milepost 8 on Bluewater Creek Road

☐ not for publication

city or town Two miles southeast of Fromberg

☒ vicinity

State Montana

code MT

county Carbon

code 009

zip code 59029

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination     request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets     does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

    national     X statewide     X local

Signature of certifying official

Date

Title

State or Federal agency and bureau

In my opinion, the property     meets     does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency and bureau

## 4. National Park Service Certification

I, hereby, certify that this property is:

Signature of the Keeper

Date of Action

    entered in the National Register

    determined eligible for the National Register

    determined not eligible for the National Register

    removed from the National Register

    other (explain:)

Bluewater Creek Bridge  
Name of Property

Carbon County, Montana  
County and State

## 5. Classification

### Ownership of Property

(Check as many boxes as apply)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal
<input type="checkbox"/>	private

### Category of Property

(Check only **one** box)

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	building(s)
<input type="checkbox"/>	object

### Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		Objects
		buildings
1	0	<b>Total</b>

### Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Reinforced Concrete Bridges of Montana, 1900-1961

### Number of contributing resources previously listed in the National Register

3

## 6. Function or Use

### Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular) =  
Bridge

### Current Functions

(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular) =  
Bridge

## 7. Description

### Architectural Classification

(Enter categories from instructions)

OTHER: Reinforced Concrete T-beam Bridge

### Materials

(Enter categories from instructions)

foundation: Concrete

walls: \_\_\_\_\_

roof: \_\_\_\_\_

other: Concrete

Bluewater Creek Bridge  
Name of Property

Carbon County, Montana  
County and State

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### **Narrative Description**

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

### **Summary Paragraph**

The site consists of one contributing reinforced concrete T-beam structure. The single-span reinforced concrete bridge crosses Bluewater Creek on a rural road about two miles southeast of the community of Fromberg in Carbon County. It is 30 feet long and 17 feet wide and rests on concrete abutments. The bridge exhibits decorative recessed panels on the guardwalls. The setting of the structure has not significantly changed since its construction in 1913.

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### **Narrative Description**

The Bluewater Creek Bridge is located at Milepost 8 on Bluewater Creek Road about two miles southeast of the community of Fromberg in south central Montana. Bluewater Creek Road is a gravel-surfaced facility maintained by Carbon County. The bridge is located within an area of sedimentary sandstones and shales deposited within the Western Interior Seaway during the Cretaceous Era about 75-60 million years ago. Bluewater Creek originates in the foothills of the Pryor Mountains southeast of the bridge and empties into the Clark's Fork of the Yellowstone River about one-quarter mile west of the structure. The bridge is located on a bench on the east side of the river. Badlands are located to the east of the bridge, while the fertile Clark's Fork Valley extends north and south on the west side of the river west of the bridge. Broken sandstone bluffs and rounded hills delineate the valley on the west. The Pryor Mountains are visible to the southeast of the bridge and the Beartooth Mountains dominate the landscape to the south and southwest. The area surrounding the bridge is used primarily for sugar beet farming with a few residential properties scattered in the area.<sup>1</sup>

The Bluewater Creek Bridge is a single-span reinforced concrete T-beam structure. It is 30 feet in length and 17 feet wide with a roadway width of 16 feet. The structure has a span width of 29 feet. The substructure consists of reinforced concrete abutments with backwalls and extended wingwalls. The superstructure consists of three lines of sculpted reinforced concrete T-beam stringers that are recessed under the deck. The concrete deck is flanked by low reinforced concrete guardwalls with five decorative recessed panels on the exterior of each side. The guardwall ends are rounded. The deck is overlain with gravel.

### **Integrity**

The Bluewater Creek Bridge retains excellent integrity of design, materials, and feeling. It has not been altered since its construction in 1913 and remains the earliest known example of a reinforced concrete T-beam bridge in Montana utilizing this design.

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<sup>1</sup> David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press Publishing, 1991), 234.

Bluewater Creek Bridge  
Name of Property

Carbon County, Montana  
County and State

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

### Areas of Significance

(Enter categories from instructions)

Engineering

Transportation

### Period of Significance

1913-1961

### Significant Dates

1913

### Significant Person

(Complete only if Criterion B is marked above)

### Cultural Affiliation

### Architect/Builder

John Gibson

### Period of Significance (justification)

The Period of Significance begins with the construction of the bridge by John Gibson in 1913 and continues through the historic period, 1960.

### Criteria Considerations (explanation, if necessary)

Bluewater Creek Bridge  
Name of Property

Carbon County, Montana  
County and State

**Statement of Significance Summary Paragraph** (provide a summary paragraph that includes level of significance and applicable criteria)

The Bluewater Creek Bridge is eligible for the NRHP under Criteria A and C. It was one of 58 reinforced concrete bridges constructed by Carbon County between 1911 and 1919. Only seven of those bridges were reinforced concrete T-beam structures and the Bluewater Creek structure was the first. The bridge is the earliest known example of this type of bridge in the state and it retains excellent integrity with all its structural components and setting intact.

**Narrative Statement of Significance** (provide at least **one** paragraph for each area of significance)

The Bluewater Creek Bridge can be listed on the National Register of Historic Places under Criterion A for its association with an extensive program by Carbon County to provide good roads and bridges for its constituency. Beginning in 1911 and continuing through 1919, the county built 58 reinforced concrete bridges, including seven T-beam bridges like this one. Carbon County was experiencing the Homestead Boom then taking place in Montana and concrete bridges proved one way to provide access to population centers by the county government. Some bridges, including the Bluewater Creek Bridge, were built by John Gibson, a Fromberg cement manufacturer who provided that material for all the reinforced concrete bridges built in the county from 1911 to 1919. Carbon County was also the first county to extensively use concrete as a bridge-building material in the early years of the 20<sup>th</sup> century. The bridge remains an important component of Bluewater Creek Road, a significant county road that connects the communities of Fromberg and Bridger in south central Montana.

The bridge is also an excellent and intact early example of a reinforced concrete T-beam bridge. This bridge is the first structure in Montana where the concrete girders were recessed under the deck instead of being placed flush with the sidewalls as with other T-beam bridges dating to that time. It is not known why Carbon County utilized that particular design, but it provided the model for the T-beam bridges designed and built by the Montana Highway Department beginning in 1916 and continuing through 1941. All of the bridge's original structural components are intact and its historic appearance unchanged. It is in excellent condition and continues to function in its original capacity on an important farm-to-market road in Carbon County. The bridge is eligible for the National Register under Criterion C.

**Engineering Significance**

The Montana State Penitentiary and Carbon County experimented in the use of reinforced concrete for bridges and culverts in the first two decades of the twentieth century. It is not known why Carbon County utilized the material, but it may have had something to do with the abundant sources of aggregate material in the Clark's Fork and Rock Creek drainages in the county and because of the suitable bonding agents available in the hills outside the community of Fromberg. Regardless, between 1911 and 1919, the county commissioners funded the construction of 58 reinforced concrete bridges in the county, including the Bluewater Creek Bridge. The bridge's simple design belies the fact that it was the first T-beam bridge built in the state with the concrete girders recessed under the deck. In 1916, the Montana Highway Department would develop a T-beam design that also included recessed concrete girders. The Bluewater Creek Bridge is significant in that it was the first bridge in Montana to incorporate that element in its design.

**Developmental history/additional historic context information** (if appropriate)

On July 12, 1913, the Board of County Commissioners for Carbon County opened bids for the construction of eight reinforced concrete bridges. Among those was a bid to construct "One 24 foot, one span concrete bridge across Blue Water [Creek] two miles south of Fromberg." Three companies, John Gibson, the Montana Bridge and Structural Company, and the Security Bridge Company submitted bids for the project. Gibson's proposal included "Concrete work, \$12.75 per cubic yard, piling 60¢ per lineal foot, excavating 45¢ per yard" for a total estimated cost of \$1,735. The County Commissioners awarded the contract to John Gibson. The bridge, which eventually cost \$1,890 to construct, was one of nine reinforced concrete bridges built by Carbon County in 1913. Gibson built six of the nine bridges.<sup>3</sup>

<sup>3</sup> Record of Commissioners Proceedings, Book C, 213, 216; Carbon County Bridge Record, Clerk and Records Office, Carbon County Courthouse, Red Lodge, Montana.

Bluewater Creek Bridge  
Name of Property

Carbon County, Montana  
County and State

### **John Gibson**

Born in Norway in March 1876, John Gibson came to the United States in 1894 and settled in the Fromberg area in 1899. He worked first as a carpenter and a building contractor before opening a brick yard in Fromberg about 1905. The completion of the Yellowstone Park Railroad between nearby Bridger and the Bear Creek coal mines east of Red Lodge compelled Gibson to establish a second brickyard at Belfry, the short line railroad's newly-founded headquarters. In April, 1903, he acquired a 160-acre homestead about two miles north of Fromberg through cash entry. The ancient river bluffs on the property provided the raw material for manufacturing cement.<sup>4</sup>

John Gibson formed Gibson Concrete Works in Fromberg in 1909 and first advertised his business in the *Fromberg Herald* in early January 1910. By December of that year, Gibson boasted that he manufactured "all kinds of cement building, foundation, and chimney blocks" as well as ornamental cornices, columns, building tiles, fence posts, and sidewalk blocks. Within a few months, the *Herald* touted the company as "one of the busiest places in Fromberg." In early 1911, Gibson patented a sectional reinforced concrete culvert that was held together by two steel rods. The Gibson Sectional Reinforced Concrete Culvert was designed for quick installation and a minimal amount of ground disturbance was necessary to install it. The expansion of Gibson's company coincided with the completion of the Chicago, Burlington & Quincy Railroad in February 1911. The CB&Q and Northern Pacific railroads gave Gibson access to markets throughout the northern Great Plains, Rockies and Midwest.<sup>5</sup>

Concurrent with the establishment of the Gibson Concrete Works, Carbon County embarked on a program to improve its infrastructure through the improvement of roads and construction of bridges. Between 1898 and 1931, 51 percent of the 129 bridges constructed by the county were reinforced concrete structures. The first reinforced concrete bridges were simple slab structures that crossed irrigation canals in the Clark's Fork of the Yellowstone River valley. In 1913, John Gibson constructed the first of 23 reinforced concrete in Carbon County. By 1931 when he built his last bridge, Gibson was the most prolific bridge-builder in the county. It is likely, moreover, that even those reinforced concrete bridges not built by Gibson were built of cement provided by his cement company. It is because of Gibson Concrete Works that Carbon County has the greatest number of early 20<sup>th</sup> century reinforced concrete bridges in Montana.<sup>6</sup>

Evidence suggests that Gibson's contract to provide the cement for the Fromberg Bridge (24CB1223; now demolished) enabled him to expand his sectional concrete culvert operations and incorporate the business as the Gibson Culvert Company. Shortly after filing Articles of Incorporation, Gibson sold all of the available stock in the company to investors from Carbon County, Bozeman, and Billings. His advertising campaign included a demonstration of the culvert at the annual Montana county commissioners' meeting in Lewistown and considerable lobbying of the newly-created Montana State Highway Commission. In late 1913 and early 1914, the commission frequently debated the relative merits of steel versus reinforced concrete culverts for "permanent" road construction. Most of the discussion involved the durability of steel culverts in the alkaline soil that characterized most of the state. The existing records do not reveal much discussion about the concrete culverts. In the commission's second technical pamphlet, however, it recommends the use of concrete culverts and stated (without promoting Gibson's product), the sectional concrete culvert, can be placed in the road without closing to traffic for a period longer than necessary to do the required excavation work and setting the sections in place. As soon as installed it is ready for traffic, as the sections are cured in the yard where made and arrive on the ground thoroughly seasoned. Gibson's argument for his sectional culvert was strengthened when the Minnesota Highway Commission dropped the use of steel culverts in favor of reinforced concrete culverts.<sup>7</sup>

<sup>4</sup> John Gibson Died Friday at His Fromberg Home," *Bridger Times*, 12 July 1934; United States Census Records, 1900-1920; *Directory of Billings, Red Lodge, and Yellowstone and Carbon Counties*, (Billings: R. L. Polk & Co., 1907); Montana Land Tract Books, Volume 73, Montana Historical Society, Helena, Montana.

<sup>5</sup> *Directory of Billings, Red Lodge, and Yellowstone and Carbon Counties*, (Billings: R. L. Polk & Co., 1909); *Fromberg Herald*, 19 January 1910; *Ibid*, 8 December 1910; *Ibid*, 23 March 1911; *Ibid*, 21 May 1914.

<sup>6</sup> Prior to Gibson's construction of this bridge in 1913, T-beams were typically positioned flush with the sidewalls of the bridge. After 1913, builders usually tucked the beams under the deck, thus providing the appearance of an overhanging deck. Carbon County Bridge Record

<sup>7</sup> *Fromberg Herald*, 19 February 1914; *Ibid*, 26 March 1914; *Ibid*, 23 March 1911; *Ibid*, 29 January 1914; *Ibid*, 2 April 1914; *Red Lodge Picket*, 27 March 1914; State Highway Commission Meeting Minutes, Book 1, 46, 47, 49; George R. Metlen, *Report of the Montana State Highway Commission for the Years 1915 – 1916*, (Helena: State Highway Commission, 1917), 10-12; George R. Metlen, *Montana Highway Commission Pamphlet Number Two: Drainage of Roads*, (Helena: State Highway Commission, 1914), 17-18.

Bluewater Creek Bridge  
Name of Property

Carbon County, Montana  
County and State

Gibson completed the expansion of his concrete and culvert operations in May 1914. The operation was housed in a building located adjacent to the Northern Pacific and CB&Q tracks a couple hundred yards northeast of the Northern Pacific's depot in Fromberg. The plant had a capacity of five railroad cars per day, with all the equipment powered by electricity. Other Gibson factories were located in Montana at Belgrade and Billings with another plant at Fargo, North Dakota. The Belgrade operation also included a seven-acre gravel bed east of the community. Although Gibson planned to build a fifth plant somewhere in western Montana, there is no evidence he ever did so. Gibson Sectional Reinforced Concrete Culverts were shipped throughout Montana and to Wyoming, the Dakota's and Minnesota. There is also evidence that he sold the right to manufacture the culvert to other businesses in the United States.<sup>8</sup>

It is unclear what happened to the Gibson enterprises after World War I. The County directory lists both Gibson Concrete Works and the Gibson Culvert Company in 1918. By 1919, however, Gibson is listed only as a "cement worker," although a cement factory was still listed under the Fromberg heading in the directory. The 1920 census shows Gibson as the manager and president of a cement works. The 1927 Sanborn Fire Insurance Map for Fromberg shows the factory, but it was a relatively small operation compared to the program promoted in 1914. Gibson continued to build reinforced concrete bridges in Carbon County until 1931 and was also one of the county's foremost road builders until the early 1930s. He confined his activities to Carbon County as there are no records indicating he built roads and bridges for the State Highway Commission during that period. John Gibson died in Fromberg in July 1934 leaving behind a legacy as an early Montana advocate of and experimenters with reinforced concrete.<sup>9</sup>

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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Alt, David and Donald W. Hyndman. *Roadside Geology of Montana*. (Missoula: Mountain Press Publishing, 1991).

Axline, Jon. *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860-1956*. (Helena: Montana Historical Society, 2005).

Bridge Inspection Record No. L05302008+06001. Montana Department of Transportation. Helena, Montana.

Butler, T. E. *Carbon County, Montana: Its Resources and Future*. Holiday Supplement to the [Red Lodge] Republican Picket and the Bridger Times (1909).

Carbon County Bridge Record. County Commissioners Office. Carbon County Courthouse. Red Lodge, Montana.

*Directory of Billings, Red Lodge and Yellowstone and Carbon Counties*. (Helena: T. L. Polk, 1907 – 1919).

*Fromberg: "The Fruit Basket of Carbon County."* (Fromberg: Fromberg Service Club, 1976).

*Fromberg Herald*, 1909 – 1914. Montana Historical Society. Helena, Montana.

"John Gibson Died Friday at His Fromberg Home." *Bridger Times*, 12 July 1934.

Metlen, George R. *Montana Highway Commission Pamphlet Number Two: Drainage of Roads*. (Helena: State Highway Commission, 1914).

\_\_\_\_. *Report of the Montana State Highway Commission for the Years 1915 – 1916*. (Helena: State Highway Commission, 1917).

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<sup>8</sup> *Fromberg Herald*, 21 May 1914; Sanborn Fire Insurance Map, 1927; *Fromberg: "The Fruitbasket of Carbon County,"* (Fromberg: Fromberg Service Club, 1976), 9; *Fromberg Herald*, 11 June 1914.

<sup>9</sup> *Directory of Billings, Red Lodge and Yellowstone and Carbon Counties*, 1917 – 1919; Carbon County Bridge Record; U. S. Census Records, 1920; *Bridger Times*, 12 July 1934.

Bluewater Creek Bridge  
Name of Property

Carbon County, Montana  
County and State

Montana Land Tract Books. Volume 73. Montana Historical Society. Helena, Montana.

Record of Commissioners Proceedings. Book C. Clerk & Records Office. Carbon County Courthouse. Red Lodge, Montana.

Road Records. Clerk and Records Office. Carbon County Courthouse. Red Lodge, Montana.

Sanborn Fire Insurance Map: Fromberg, Montana (1927). Montana Historical Society. Helena, Montana.

United States Census Records: Carbon County. 1900 - 1930. Montana Historical Society. Helena, Montana

Zupan, Shirley and Harry Owens. *Red Lodge: Saga of a Western Area*. (Red Lodge: Carbon County Historical Society, 1979).

**Previous documentation on file (NPS):**

☐ preliminary determination of individual listing (36 CFR 67 has been requested)  
☐ previously listed in the National Register  
☐ previously determined eligible by the National Register  
☐ designated a National Historic Landmark  
☐ recorded by Historic American Buildings Survey # \_\_\_\_\_  
☐ recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

☐ State Historic Preservation Office  
☒ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☐ Other

Name of repository: Montana Department of Transportation

Historic Resources Survey Number (if assigned): \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** 0.5  
(do not include previously listed resource acreage)

**UTM References**

(Place additional UTM references on a continuation sheet)

Nad27

1 12 665910 5025994  
Zone Easting Northing

2 \_\_\_\_\_  
Zone Easting Northing

3 \_\_\_\_\_  
Zone Easting Northing

4 \_\_\_\_\_  
Zone Easting Northing



Bluewater Creek Bridge  
Name of Property

Carbon County, Montana  
County and State

**Verbal Boundary Description** (describe the boundaries of the property)

The boundary for the Bluewater Creek Bridge is a rectangle measuring 30 x 25 feet. The rectangle encompasses the bridge and its approaches on both sides of the structure. The boundary is centered on the bridge.

**Boundary Justification** (explain why the boundaries were selected)

Boundaries for the Bluewater Creek Bridge are drawn to encompass the single span of the bridge, its immediate approaches and that portion of Bluewater Creek spanned by the bridge. The width is increased beyond the measurements of the structure to include the abutments.

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**11. Form Prepared By**

name/title Jon Axline/Historian  
organization Montana Department of Transportation date November 13, 2009  
street & number 2701 Prospect Avenue telephone (406) 444-6258  
city or town Helena state MT zip code 59620-1001  
e-mail jaxline@mt.gov

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.  
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

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**Photographs:**

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**(See Continuation Sheets)**

Bluewater Creek Bridge

Name of Property

Carbon County, Montana

County and State

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**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)

name Carbon County

street & number 17 West 11<sup>th</sup>

telephone 406-446-1595

city or town Red Lodge

state MT

zip code 59068-0887

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Bluewater Creek Bridge (24CB1309)

Name of Property

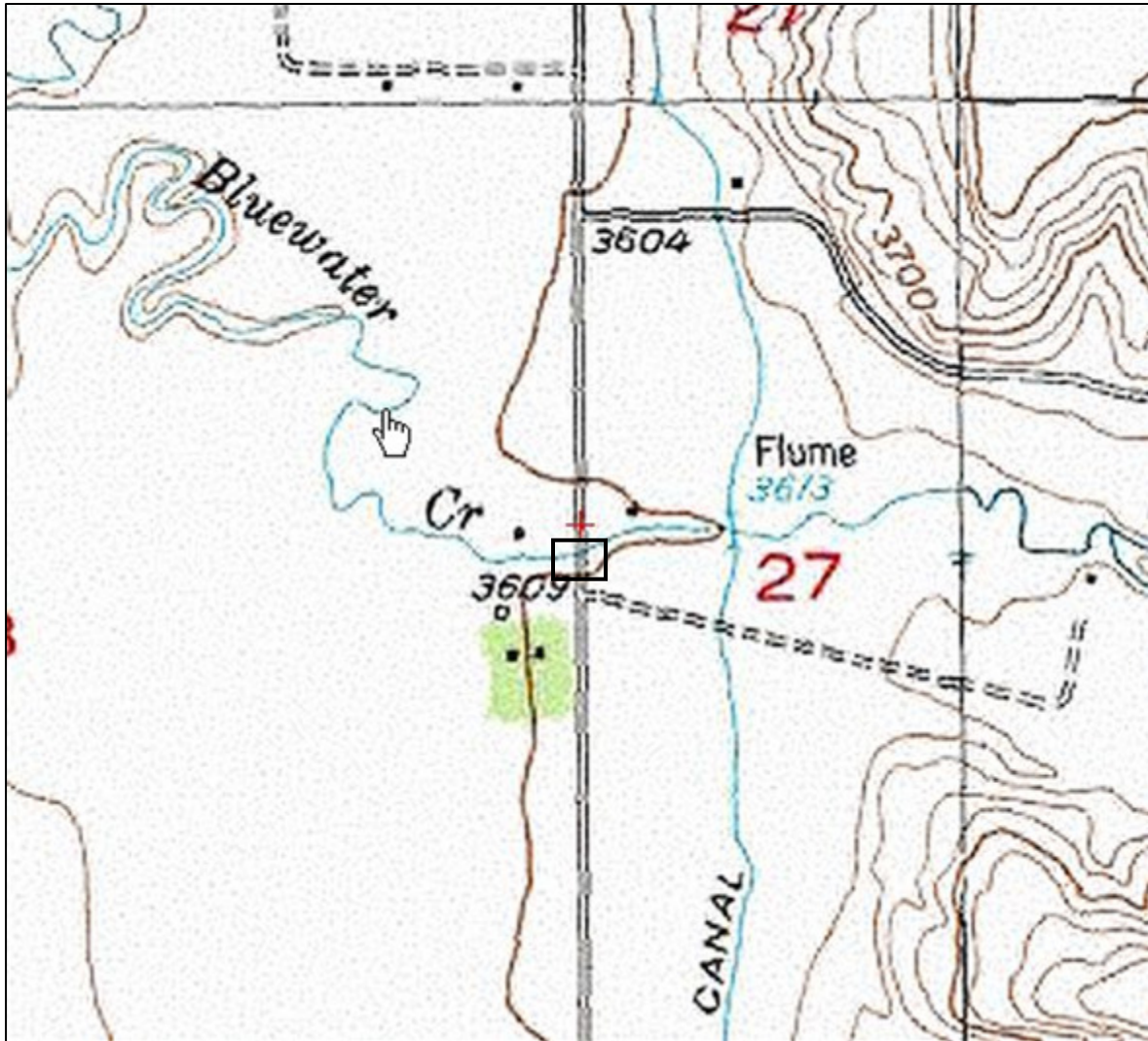
Carbon County, Montana

County and State

Reinforced Concrete Bridges of Montana,  
1900-1961

Name of multiple listing (if applicable)

Section number 10 Page 1



Location of Bluewater Creek Bridge. Found on the Bridger, Montana (1956) 7.5' quadrangle map.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Bluewater Creek Bridge (24CB1309)

Name of Property

Carbon County, Montana

County and State

Reinforced Concrete Bridges of Montana,  
1900-1961

Name of multiple listing (if applicable)

Section number Photographs

Page 1

### Photolog



Name: Bluewater Creek Bridge (24CB1309)  
County and State: Carbon County, Montana  
Photographer: Kristi Hager  
Date of Photograph: 2005  
Location of original negative: Montana Department of Transportation. Helena, Montana.  
Description and view of camera: North profile. View to southeast.  
Photograph: MT\_CarbonCounty\_BluewaterCreekBridge\_0001

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Bluewater Creek Bridge (24CB1309)

Name of Property

Carbon County, Montana

County and State

Reinforced Concrete Bridges of Montana,  
1900-1961

Name of multiple listing (if applicable)

Section number Photographs

Page 2



Name:	Bluewater Creek Bridge (24CB1309)
County and State:	Carbon County, Montana
Photographer:	Kristi Hager
Date of Photograph:	2005
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	South profile. View to north.
Photograph:	MT_CarbonCounty_BluewaterCreekBridge_0002